

**REMARKS**

Independent claims 1 and 14 stand rejected as being anticipated by U.S. Patent No. 6,389,337 (hereinafter Kolls). Dependent claims 2-13 and 15 stand rejected as being unpatentable over Kolls in view of various references. Claim 4 stands rejected for lacking definiteness. Reconsideration of the rejections is solicited in view of the foregoing amendments and the following remarks.

Claim 4 was amended to correct a typographical error regarding its numeral indication for claim dependency. As amended, it is submitted that claim 4 meets the statutory requirements regarding definiteness and thus this rejection should be withdrawn.

Claim 1, as amended, is directed to a computerized method for communicating information to service personnel for on-site servicing of a selected railroad locomotive from a group of generally similar locomotives, with the selected locomotive being made up of a plurality of systems and subject to unique system configurations and servicing requirements. The method allows providing a first database comprising detailed system configuration data regarding a selected railroad locomotive. The method further allows providing a second database comprising parts supply data indicative of availability of replacement parts for servicing the group of generally similar locomotives. A respective identifier is used for uniquely identifying the selected locomotive from among the group of generally similar locomotives. This aspect of the invention is particularly useful in the railroad industry where any given locomotive from a group of generally similar locomotives may be subject to unique system configurations and servicing requirements. For example, hardware and software elements incorporated in a given locomotive can be different, even for locomotives having the same model number. See for example paragraphs 40 and 68 of the publication document for the present invention. This enables the service personnel to more quickly and accurately establish the servicing needs for any given locomotive. See for example paragraphs 55 and 62 of the publication document for the present invention. A computer-readable order for

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parts is generated using the detailed system configuration data in the first database regarding the selected railroad locomotive. The order allows identifying respective parts and quantity thereof to be made available for the service site for servicing the selected locomotive. The order is then processed relative to the data stored in the second database to determine availability of the parts identified in the order for servicing the selected locomotive.

Kolls is directed to an in-vehicle device for wirelessly communicating data between a plurality of vehicles and a plurality of data processing resources. More specifically, Kolls appears to be directed to vehicles produced by the millions, such as cars, and Kolls is not necessarily concerned with issues peculiar to the railroad industry, such as involving relatively high variation in equipment configuration and servicing requirements even among generally similar locomotives. It is respectfully submitted that amended claim 1 recites structural and/or operational relationships that address different issues than those addressed by Kolls.

In view of the foregoing amendments and remarks, it is respectfully submitted that Kolls fails to anticipate claim 1 under the statutory standards of §102 or otherwise renders claim 1 unpatentable. Since each of the dependent claims from independent claim 1 includes the structural and/or operational relationships respectively recited in such independent claim, it is also respectfully submitted that Kolls also fails to anticipate or obviate each of such dependent claims.

Claim 15, as amended, is directed to a system for communicating information to service personnel for on-site servicing of a selected railroad locomotive from a group of generally similar locomotives, with the selected locomotive being made up of a plurality of systems and subject to unique system configurations and servicing requirements. The system includes a first database comprising detailed system configuration data regarding a selected railroad locomotive. The system further includes a second database comprising parts supply data indicative of availability of replacement parts for servicing the group of generally similar locomotives. A respective identifier is used for uniquely

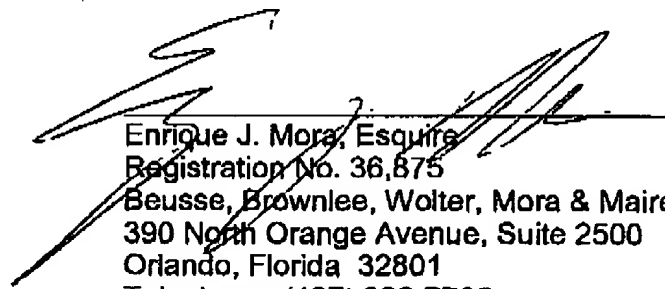
identifying the selected locomotive from among the group of generally similar locomotives. A computer-readable order for parts is generated using the detailed system configuration data in the first database regarding the selected railroad locomotive. The order allows identifying respective parts and quantity thereof to be made available for the service site for servicing the selected locomotive. A processor processes the order relative to the data stored in the second database to determine availability of the parts identified in the order for servicing the selected locomotive. Thus, it is respectfully submitted Kolls also fails to anticipate or obviate the structural and/or operational relationships recited in claim 15.

It is respectfully submitted that each of the claims pending in this application recites patentable subject matter and it is further submitted that such claims comply with all statutory requirements and thus each of such claims should be allowed.

The applicant appreciates the Examiner's efforts for conducting a thorough examination, and cordially invites the Examiner to call the undersigned attorney if there are any outstanding items that may be resolved via telephone conference.

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Respectfully submitted,



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